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HOUSE & HERRMANN'S WONDER WEEK!

when enterprise plays havoc with prices all over the great store. A host of matchless opportunities that provident people will be quick to see and appreciate. Worth prices are forgotten—bargain prices reign supreme.

Wonders in Revolving Bookcases

Every home and every office ought to have one — they're handy and cheap when you can buy one for as little as

\$7.

Wonders in Odd Dressers.

This rich quarter oak sideboard, standing 6 feet 6 inches high, with 30-inch bevel French plate mirror—limited quantity at the very low price of—

\$29.75

Wonders in Heaters.

You have the choice of every style of Heating Stoves—with cast and sheet iron bodies, of all sizes from the tiny chamber stove to the very largest, most elaborate parlor heater. You can't get any better of the value for the price. Come and see them. You'll call it cheap buying at the other end of the street.

Wonders in Metal Beds.

Every style is represented — every grade of material — from the most elegant to the most durable. This is an ideal time to buy. You'll find it so when you come to see our offering at

\$4.50

Wonders in Reception Chairs.

Older in style, 21, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

HOUSE & HERRMANN.
LIBERAL FURNISHERS,
Cor. 7th and I Sts.

JAPANESE REVERE RULERS.

Object to Having Stamps Bearing Likenesses of Deceased Canceled.

Boston Journal.

Private letters from Kato bear proof that the Japanese have been very busy with stamps. They recently had a new issue of postage stamps which bore portraits of two of the princes who died in the recent war. Stamps of 2 and of 5 sen were to be issued.

In the United States one portrait would have been on the 2-sen stamp and one on the 5-sen stamp, but in Japan it was thought that this would be disrespectful to the memory of the emperor and the crown prince.

Some of the philatelists find that the stamps are very beautiful, but others find them objectionable. Some philatelists are of the opinion that the stamps are very beautiful, but others find them objectionable. Some philatelists are of the opinion that the stamps are very beautiful, but others find them objectionable.

One man has declared in the papers that he shall decline to receive any mail matter bearing these stamps. Some philatelists have requested that they be allowed to put the cancelling mark only on the edge of the stamp, so as to avoid the face of the prince. To do this, however, is to destroy the value of the stamp.

Did it ever occur to an American that it was disrespectful to place a portrait on a lower denomination stamp? If this matter were discussed it would be probably agreed that the greater honor went with the higher stamps, which are in water and more general use. As for attaching a stamp to the envelope, it is a practice which is not followed in this country.

Establishing a Precedent.
"That gas bill is a dollar higher than ever before," he said.

"I know it, my dear," she replied. "But you've burned more gas than usual."

"Oh, I suppose it can't be helped," he returned regretfully. "It does seem a little high, but it's only a dollar more."

"Why a dollar isn't much," she protested. "Of course not," he admitted. "But if you had been paying the gas bills as long as I have you'd realize what it is to establish such a precedent as this. That one bill will put us in a new class at the gas office, and they'll make their estimates upon the new basis. I don't believe they'll ever let us get back to the old figure again."

Wonders in Chamber Suites.

We carry the very best grades of Chamber Suites, and show them in Mahogany, Black, Walnut, Bird's Eye Maple, Birch, Mahogany finish and Oak. No question about ours being the finest line in town—and see what big value there is at the very beginning.

\$15

Wonders in Parlor Suites.

A most superb variety of overstuffed and framed Parlor Suites—Mahogany and Oak frames covered in all the most fashionable materials—new in effect—rich in design. Their class is complete. Special at—

\$25

Wonders in Decorated Toilet Sets.

10 full size pieces—handsomely patterned in flower design. Five dollars worth of goods for only—

\$2.50**"Your Credit is Good"**

Wonders in Carpets.

To begin with, there is not another house in the District that carries the enormous stock of carpets we do. In the next place, ours are all brand-new patterns. An inventor's more important than all we haven't a yard of any grade that we cannot give you at a price that is a bargain. There are Wilton Axminster, Velvet, Tapestry and Lady Brussels, Ingrains, Art Squares, Jaxons, etc., etc. In the assortment, and you're only to make your selection. The prices are lower than ever before. Notice one thing, we MAKE, LAY and LIME ALL CARPETS bought of us without extra charge.

Wonders in Brass Tabl's.

Brass Tables, with genuine Mexican Onyx tops, new styles, at attractive designs — and special in price. Look at the one for—

\$5

Wonders in Easy Chairs.

Adjustable back Morris Chairs, made of highly polished oak and mahogany frame, with hand-tooled corduroy, reversible cushions. A \$12 beauty for—

\$12

Wonders in Rockers.

Mahogany Rockers, spring seat, upholstered in the best wear-resistant material. Comfortable and stylish. A big bargain for—

\$3.29.

Wonders in Dining Tables.

Dining tables, in new and attractive patterns, made in service style. Here is a handsome claw-foot table for the very low price of—

\$8.75.

Wonders in Dining Chairs.

Every conceivable style and kind—fresh designs and finely finished, with upholstered and cane seats. You can't afford to go anywhere else when we are selling such good ones so low. A fine cane seat Dining Chair—

98c.

Wonders in Tables.

Neat, handy, little window tables or hall tables, made of the best material, at a low price. A fine dining chair—

49c.

Wonders in Etchings.

A specially selected collection of etchings, including landscapes, portraits, and other subjects. A fine dining chair—

18c.

A full line Lamps, Clocks, Cutlery, Glassware, Woodenware, Tinware and Platedware.

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SPOTTERS AND THEIR WORK

Regular System of Spies Maintained by Big Corporations.

WATCH OVER CONDUCTORS

In Spite of Protestations the Honest Employees Are Obligated to Submit to the Same Surveillance as Is Exercised Over Those Less Honorable—Spotter's Job Is Hard.

The corporations, in imitation of that largest monopoly known as the United States government, employ agents as a check upon other agents, and pay large salaries to men whose mission is to keep tabs on men of similar salaries, as a means of enforcing an honest accounting.

The railways are examples. The traveling and one of a railroad company, like the United States bank examiner or the postoffice inspector, drops down upon an agent at a small station at an unexpected moment, to inspect the books, and it will be quite as well, if not a little better, for the railroad official to keep his wits about him, ready for any possible emergency.

The traveling auditor is, however, among the minor officials with which the railway official has to do, and it is not alone the agent who has to "stand out for himself." The surveillance maintained over the conductor is of a much more rigorous description, and quite as systematic in detail. Nor is the conductor man so strictly in it, as the agent is.

The time was, and not so long ago, when the train went out from Baltimore, not from the end of any other division, with its "spotter" in time the "spotter" gave way to the "ticket inspector," who saw every ticket before the conductor received it, and witnessed the collection of every cash fare and ticket. He carried a number of lanterns, walked backward in front of the regular conductor and scrutinized each passenger before it was turned over from the passenger.

An old railroad, whose service to the Baltimore and Ohio dates back almost to the beginning of the century, recalled to the reporter, when in a friendly mood, the experiences of the conductors in those days, when the employment of the spotter was a part of the regular routine, and commented on it with no little "chuckles."

"It was a great trial to most of us," he said, "and it was a trial to the spotter, some one among us had been 'knocking down' the cash fares. In the eye of the public all had been guilty, for who could discriminate?"

ON THE JUST AND INJUST

"There were rigors in the business, doubtless, here and there, and the penalty descended upon the upright as upon the dishonest."

"But I don't know," he said, "I would not tolerate a spy, even if he did come out in the open, clothed with authority. But what I do know is that the spotter was a man who was susceptible of unfavorable interpretation. It was a 'confession' that he had been crooked."

"We used to have long runs in those days—through trains from Baltimore to Wheeling. It was a weary night ride, you may be sure, and the knowledge that one couldn't even get a lunch counter without having the eyes of his spotter upon him, made the mortification well-nigh insupportable."

"Some refused point-blank to work with an inspector. One of the oldest conductors, whose record was above reproach, and who, by the way, was told that he was suspected of wrongdoing by the officials, walked into the office one evening with all the wrath of his nature unbottled."

"He declared he would not, not by a darned sight, would he permit an inspector to go on his train. For that trip he carried his point. For several months thereafter the company had its way. I do not know how he was brought around, but he submitted to the infliction."

There is evidence in the history of that

system that there was an occasional rogue among the inspectors, and the experience with these individuals justified the conclusion that the "birds of a feather flocked together." The losses to the company had to be made good for the "extra" to both conductor and his guard every time the two were together on the same train.

Another class of company officials is made up of men whose real occupation is not known to even their most intimate friends, and they rank as detectives. They make themselves popular by associating familiarly with all classes. They are charged with the duty of "working up a case," but seldom make an arrest for the wrongdoing they discover.

A detective is nearly always necessary to the success of a detective, and these two lay their facts before the city or county, as well as before the company. They are charged with the duty of "working up a case," but seldom make an arrest for the wrongdoing they discover.

Detectives are skilled in all branches of railroad work, the majority of them being capable of filling any position where the services of a journeyman mechanic are not required. They can brake, fire, flag, serve as porter, freight conductor, track hand, engine wiper in a roundhouse, or truckman in a freight depot.

HAIR LINES FOR DETECTIVES.
The detective's job is no sinecure. He expects all sorts of hardships and is not disappointed—sometimes sleeping and eating for days in a sealed boxcar to discover the culprit who steals merchandise; again, working with pick and shovel in the gang on the gravel train, to learn who steals tools and scrap iron for the money they bring; at times running over the hoppers of a train as brakeman, to locate the responsibility for the short weight.

If he is a brakeman on a passenger train, his business is to watch the conductor, and be ready at the end of any given period with facts and figures to explain why the company's exchequer is not supplied with the full amount of the fare. He is a detective, and he is a detective.

Petty thieves from railroads is by no means uncommon, and while in the summer months they may be regular customers of the purveyor, in the winter season it is quite as likely to be cash dumped, possibly by a brakeman at given points to be gathered up by his detectives, or by regular customers who make small money contributions to the man who supplies the fuel. It is a cheap source of warmth that can be applied in any case, and is appreciated accordingly.

There is never any squealing. It is a sort of happy-go-lucky, "having no kick coming to him," if he never gets his pay, and the detective must, therefore, interfere. Necessary to his business is to be a regular customer of the purveyor, and he is a detective.

IS THE SPOTTER CITY.
Thieves from street railways in Philadelphia are alleged to have become so common a few days ago as to seriously endanger the stability of the companies. When the detectives began operating the conductors took the brakemen into the pool and reduced the penalties to such a system that the spotting was a rank failure. A certain form of punch was then introduced, which was declared to be a sure test, each punch made for a fare being accurately registered and counted. The conductors learned the combination, and defied the punch. It resulted in wholesale dismissals upon suspicion without facts.

It was of one of these Philadelphia conductors that the story was told which has so often done duty as an "illustration." It runs this way: A president of one of the companies had a handsome brick residence pointed out to him as the property of one of his conductors. He demanded to know of his subordinate if he had not bought the house from his dealings, and the reply was in the affirmative.

"But I would advise you not to discharge me," added the conductor. "I have bought my home and am satisfied. If you put a man in my place the company will have to pay for another house."

The method of a street car detective is often very simple. He gets aboard of the car when it starts from the stables or power house, and counts the passengers who ride during that run. His figures are turned into the company's office, and if the conductor's register and book do not correspond in the number of fares with the count made by the detective, the proceeding is repeated on another trip.

Sometimes the discrepancy appears on the second run, the detective is invited into the office for a brief interview. He is not accused of stealing, but is informed that his services are no longer required.

Served trainmen have learned to detect a "spotter" in nearly every instance. There is an "earmark" they say, which cannot be obscured, and there is a system of telegraphy by which his presence on a car can be communicated to the conductor of every other car not with between Lincoln Park and Georgetown, or between the Union station and the Navy Yard.

Naturally the conductors do not like a detective, and take pains to discover them. Once known, disguises are practically useless. On a car, conductors are drawn upon for men to fill the position. They come and go, fighting to and fro as birds of passage, and continue somehow to keep straight on the way, notwithstanding occasional failures.

As in the steam railway service, the best conductors on a street car line suffer from the discrepancy between the fare book and the fare book. One guilty, all guilty, so far as the company knows, until developments disclose the real culprit.

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THE OLDEST DETECTIVE

He Spins Another Sherlock Holmes yarn at Mrs. Joe's.

CIGAR STUMP HIS CLUE

It Helped Him Spot the Man Who Robbed a Saloon Safe—Was a Respected Citizen and Promptly Gave Up the Money to Avoid Prosecution.

The oldest detective blew in the other night along with that odd snap that came in the middle of the week. Mrs. Joe was wiping the glasses behind the bar and Buntz and Hutchinson of the Morning Globe were playing "crib" to see who would pay for supper, when the O. D. dropped into the big chair beside the fireplace and called for a hot Scotch.

"Morning, boys," said the O. D., nodding his head toward the craggy beard and stretching his feet toward the open fire. "I've been two, fifteen, four, a pair are six, and this nob's is seven," said Buntz by way of reply.

The O. D. was a good deal of a right old fellow, and was an after-dinner person, and the cable cars would soon be running, no one was very much surprised to see him. Mrs. Joe's was something out of the ordinary, yet it was not a pair are six, and this nob's is seven," said Buntz by way of reply.

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